

DALLAS SATELLITE OFFICE

PHOTO SHEET

LOCATION Austin, Texas
DOCUMENT NO. F/U to F9837026A
PRODUCT Himalaya Amusement Ride
IDI# 980320CWE7133

PICTURE

NO. 21

DESCRIPTION

Photo shows the incident area from the twelve o'clock area looking back down onto the site. The panels missing from their usual location were removed to allow entry by paramedics. "X's" mark the area where panels were removed.



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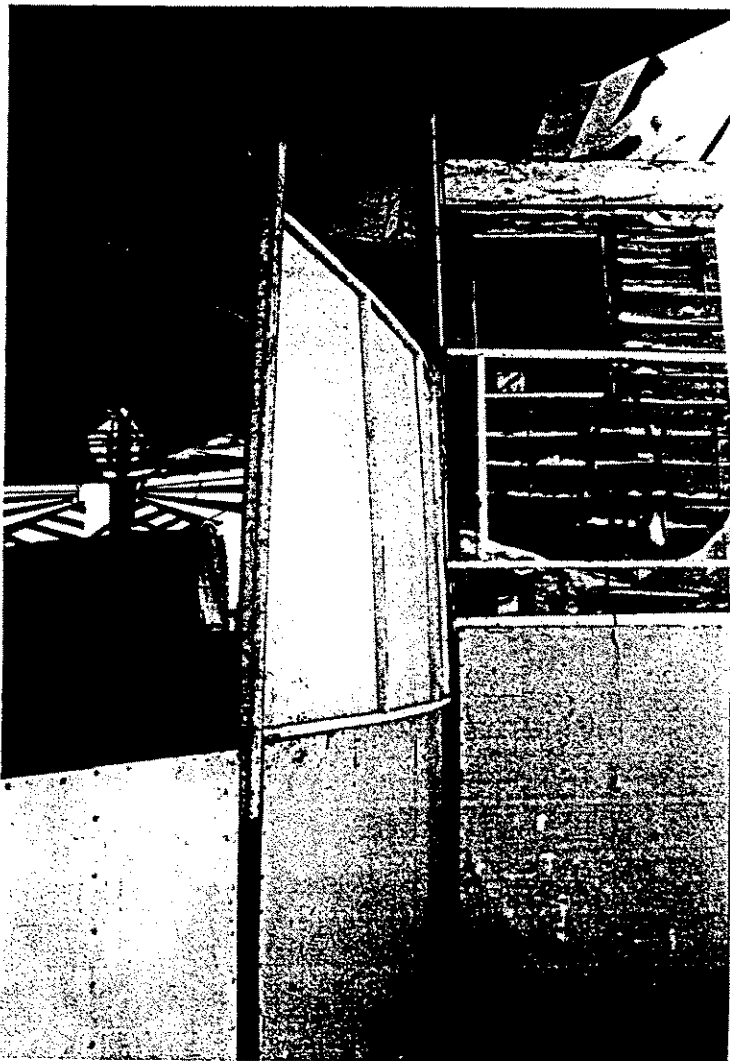
LOCATION Austin, Texas
DOCUMENT NO. F/U to F9837026A
PRODUCT Himalaya Amusement Ride
IDI# 980320CWE7133

PICTURE

NO. 22

DESCRIPTION

Photo shows panel the victim hit from the outside of the ride. Note the bulge at the bottom of the panel. The window in the photo part of the ride operator's station. As can be seen in this photo and photos 18-21, this incident occurred almost in front of the operator's station.

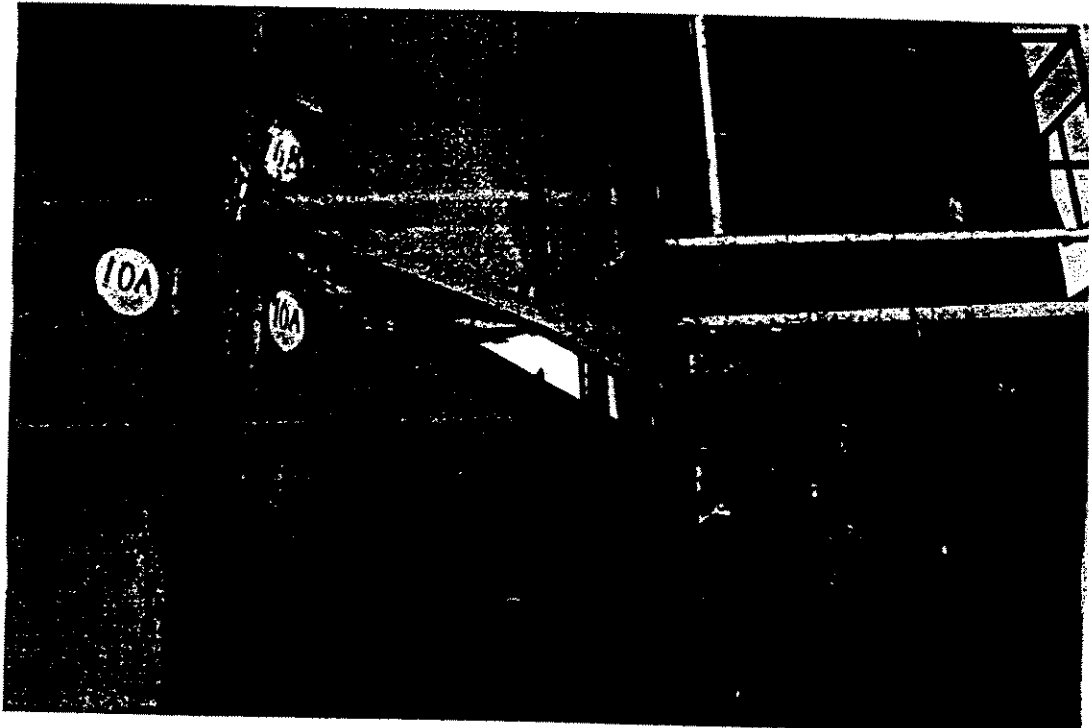


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PHOTO SHEET

LOCATION Austin, Texas
DOCUMENT NO. F/U to F9837026A
PRODUCT Himalaya Amusement Ride
IDI#_980320CWE7133

PICTURE
NO. 23
DESCRIPTION
Photo shows a
closer view of the
panel the victim
hit from the
outside of the
ride. Note the
bulge at the
bottom of the
panel.



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PRODUCT Himalaya Amusement Ride

IDI#_980320CWE7133

PICTURE

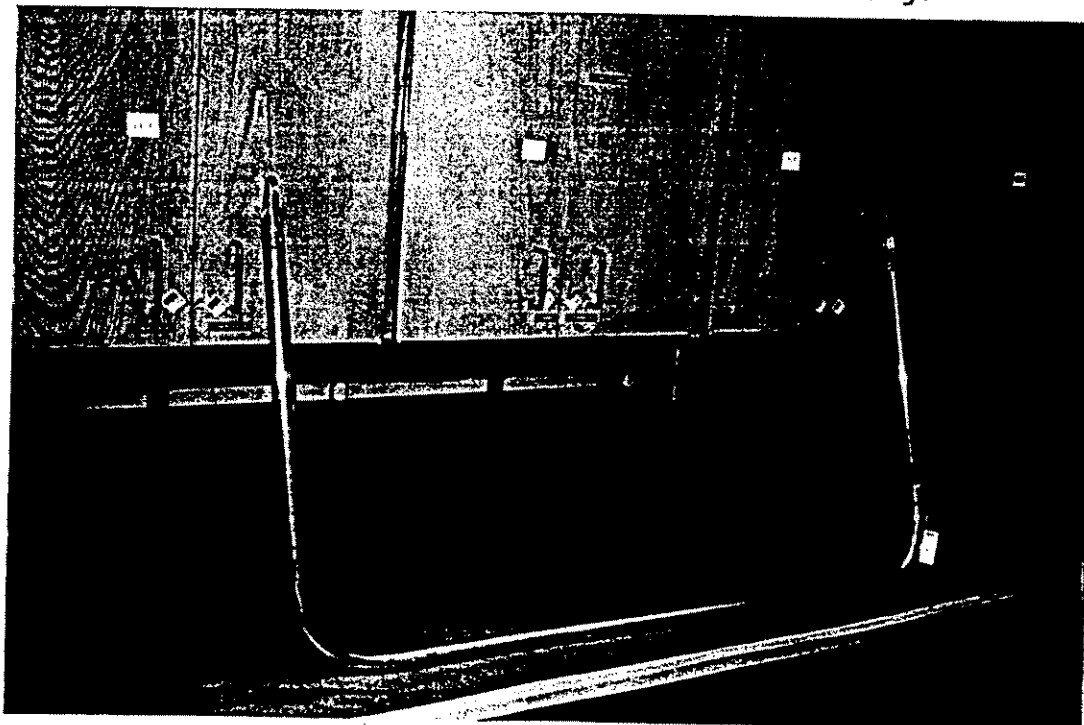
NO. 24

DESCRIPTION

Photo shows the lap bar removed from the scene by local police.

This photo was taken in the evidence room.

The lap bar was part of car 19 the victims were in and came out of the car with the victims when they were ejected. The bar is 46 7/8 inches wide and the two short parts which attach to the inside of the cars are approx. 28 inches long.



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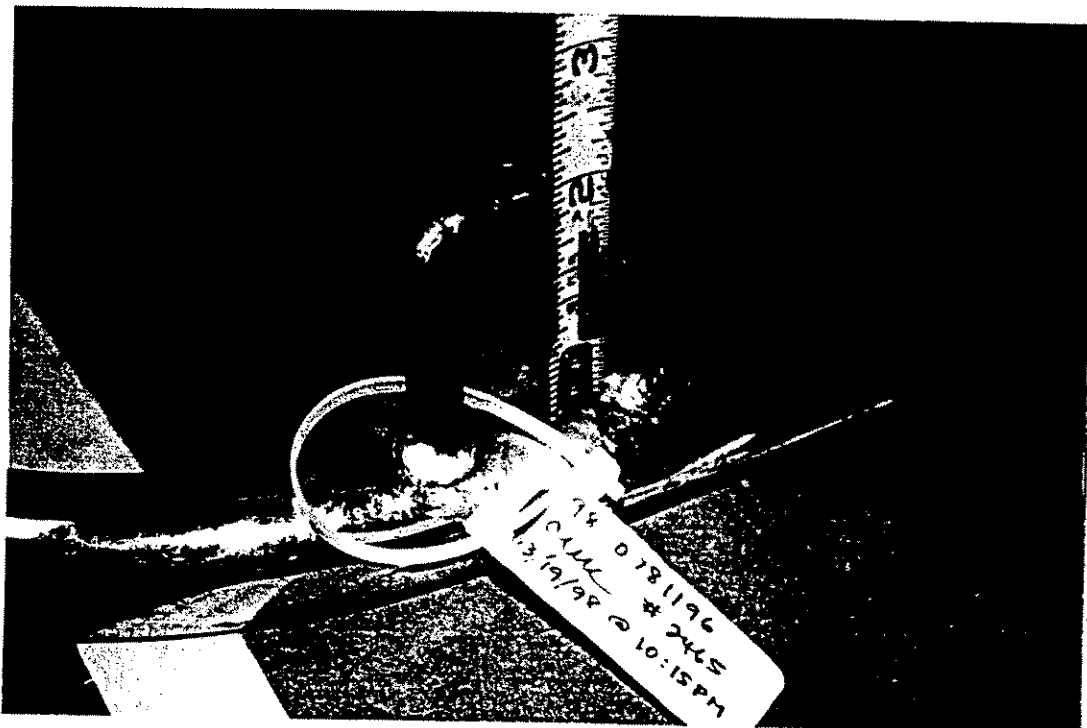
IDI# 980320CWE7133

PICTURE

NO. 25

DESCRIPTION

Photo shows the part of the lap bar which allows the bar to become secure in the locking mechanism of each car. The tape measure shows the approx. size. This photo was taken in the police evidence room.



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PHOTO SHEET

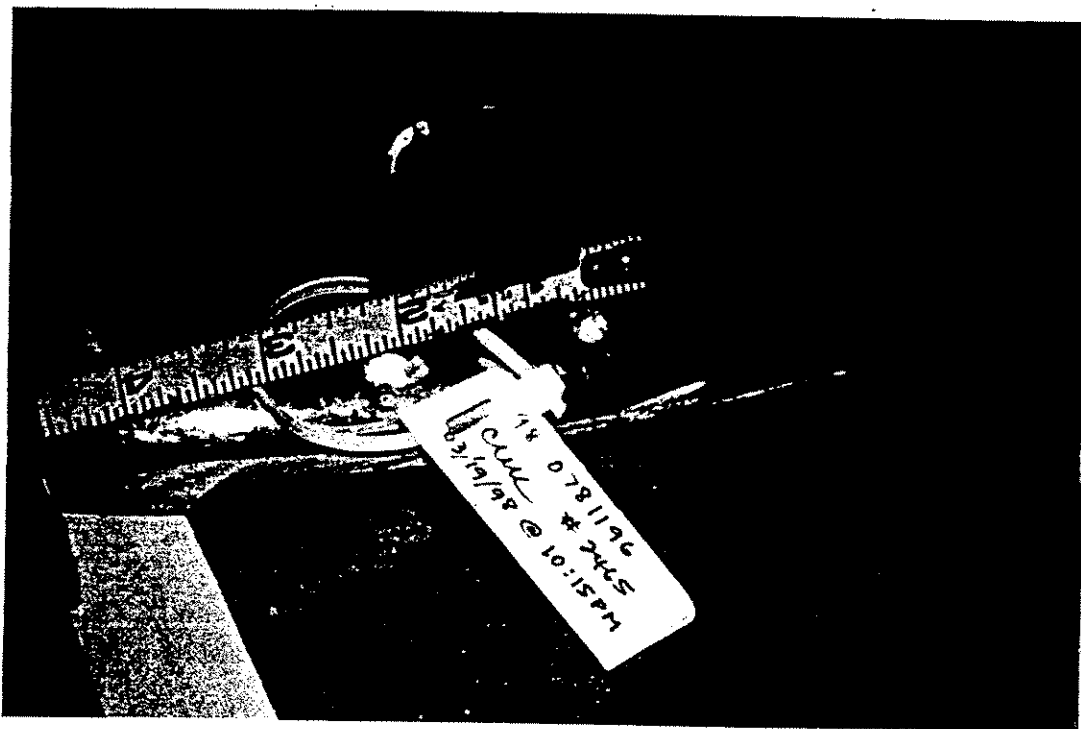
LOCATION Austin, Texas
DOCUMENT NO. F/U to F9837026A
PRODUCT Himalaya Amusement Ride
IDI#_980320CWE7133

PICTURE

NO. 26

DESCRIPTION

Photo shows
another
measurement of the
part of the lap
bar shown in photo
25. This photo
was also taken in
the police
evidence room.
Other photos of
the lap bar are
attached with this
report.



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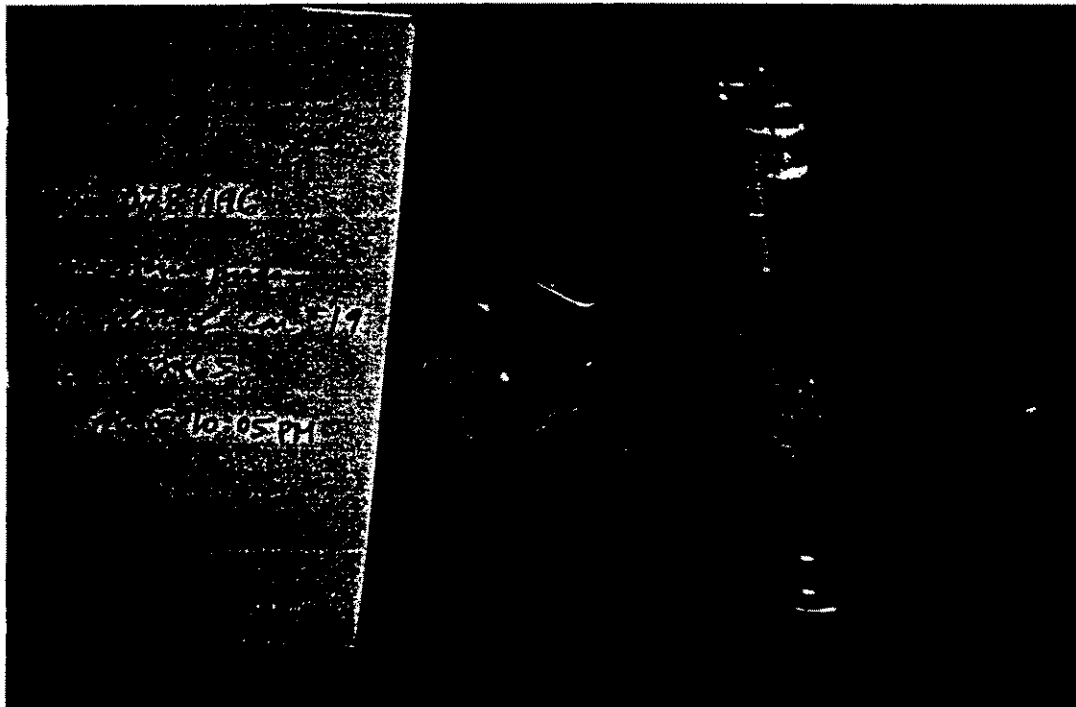
IDI# 980320CWE7133

PICTURE

NO. 27

DESCRIPTION

Photo shows parts of cotter pins taken from the floor of car 19 the victims were in. The pins were collected from the scene by police and this photo was taken at the evidence room. These pieces of cotter pins remained in the car after the victims and lap bar were ejected.



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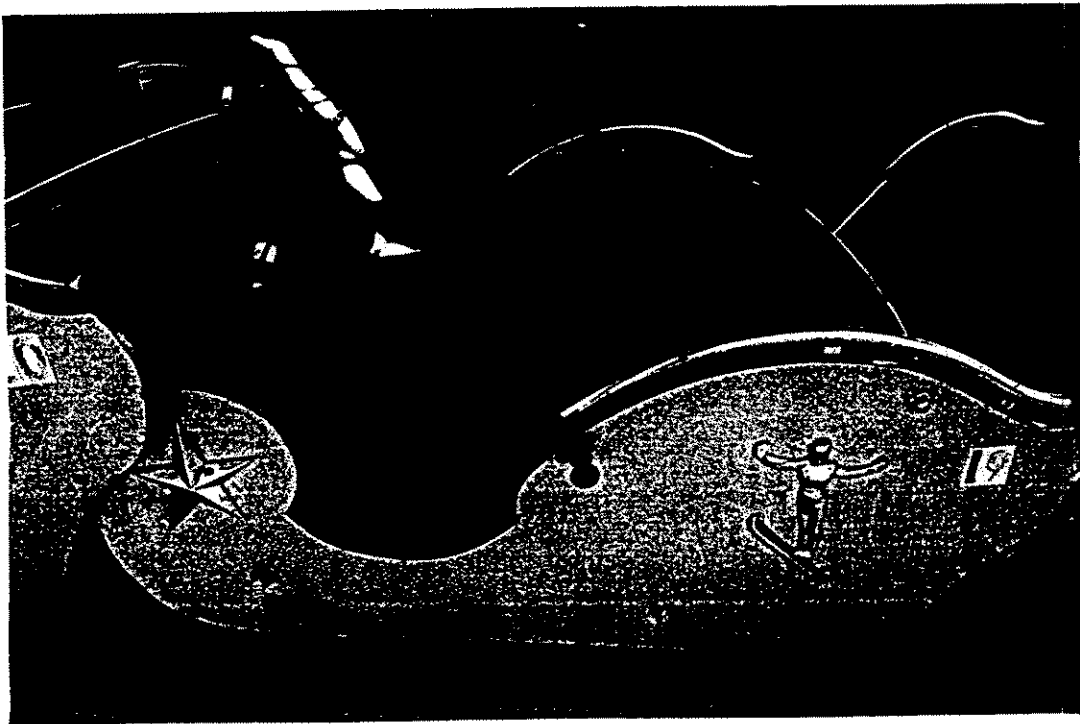
IDI# 980320CWE7133

PICTURE

NO. 28

DESCRIPTION

Photo shows overall view of car 19 the victims were in. Note the lap bar is gone. The ride was roped off as a crime scene and remained under a 24 hour guarded watch. This photo is of the car as it was when it came to a stop.

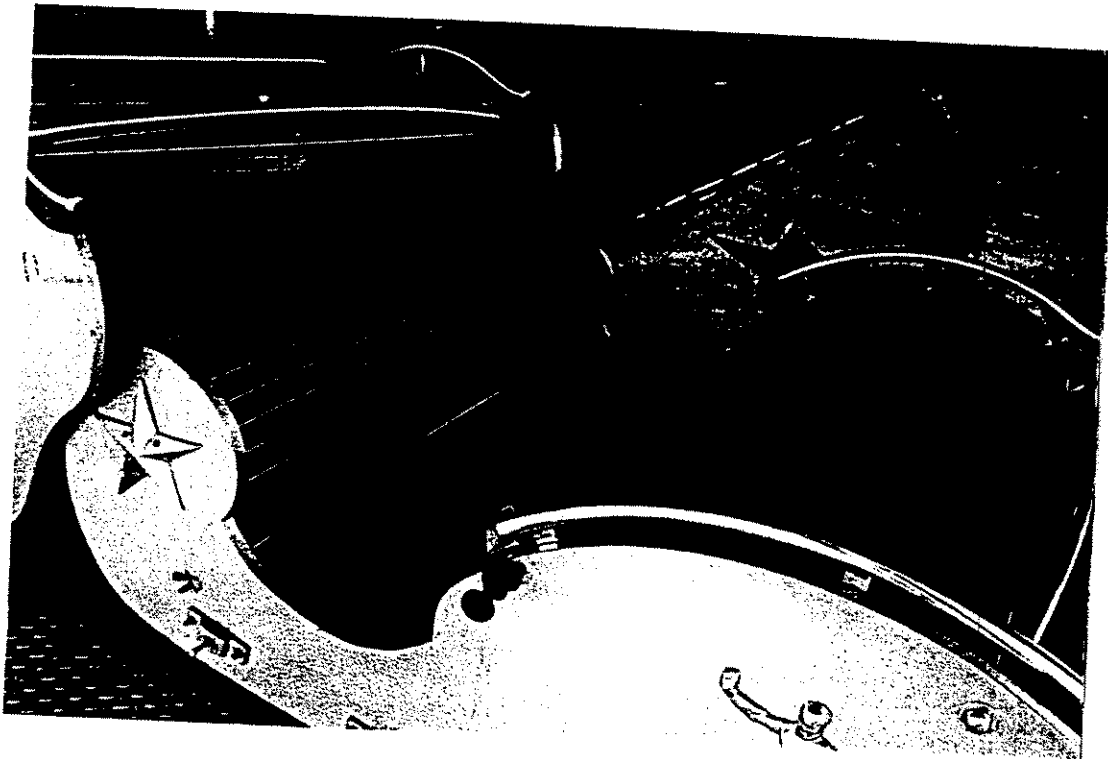


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PHOTO SHEET

LOCATION Austin, Texas
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IDI# 980320CWE7133

PICTURE
NO. 29
DESCRIPTION
Photo shows
another overall
view of car 19 the
victims were in.
Note the lap bar
is gone.



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PHOTO SHEET

LOCATION Austin, Texas

DOCUMENT NO. F/U to F9837026A

PRODUCT Himalaya Amusement Ride

IDI# 980320CWE7133

PICTURE

NO. 30

DESCRIPTION

Photo shows a closeup of the bottom right side of car 19. The lap bar was attached here with the use of a cotter pin. A close look shows a piece of a cotter pin still in the hole it was originally in. (Note arrow)



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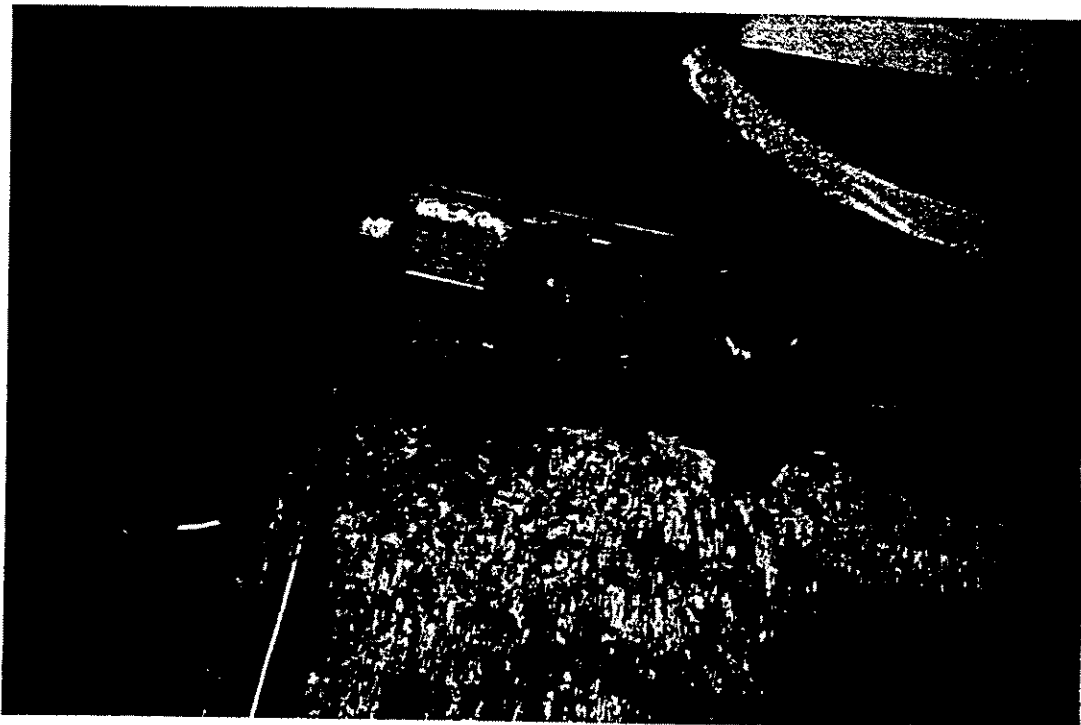
IDI# 980320CWE7133

PICTURE

NO. 31

DESCRIPTION

Photo shows another closeup of the bottom right side of car 19. The lap bar was attached here with the use of a cotter pin. A close look shows a piece of a cotter pin still in the hole it was originally in. (Note arrow)



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LOCATION Austin, Texas
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PICTURE

NO. 32

DESCRIPTION

Photo shows the lap bar of car 19 being reattached to the bottom right side of the car without the use of cotter pins. The lap bar was brought to the scene by police for an examination for the first time after the incident. You can still see the remains of the cotter pin in the hole. (Note arrow)



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PHOTO SHEET

LOCATION Austin, Texas
DOCUMENT NO. F/U to F9837026A
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IDI# 980320CWE7133

PICTURE
NO. 33
DESCRIPTION
Photo shows
another view of
the lap bar of car
19 being
reattached to the
bottom right side
of the car without
the use of cotter
pins.



DALLAS SATELLITE OFFICE

PHOTO SHEET

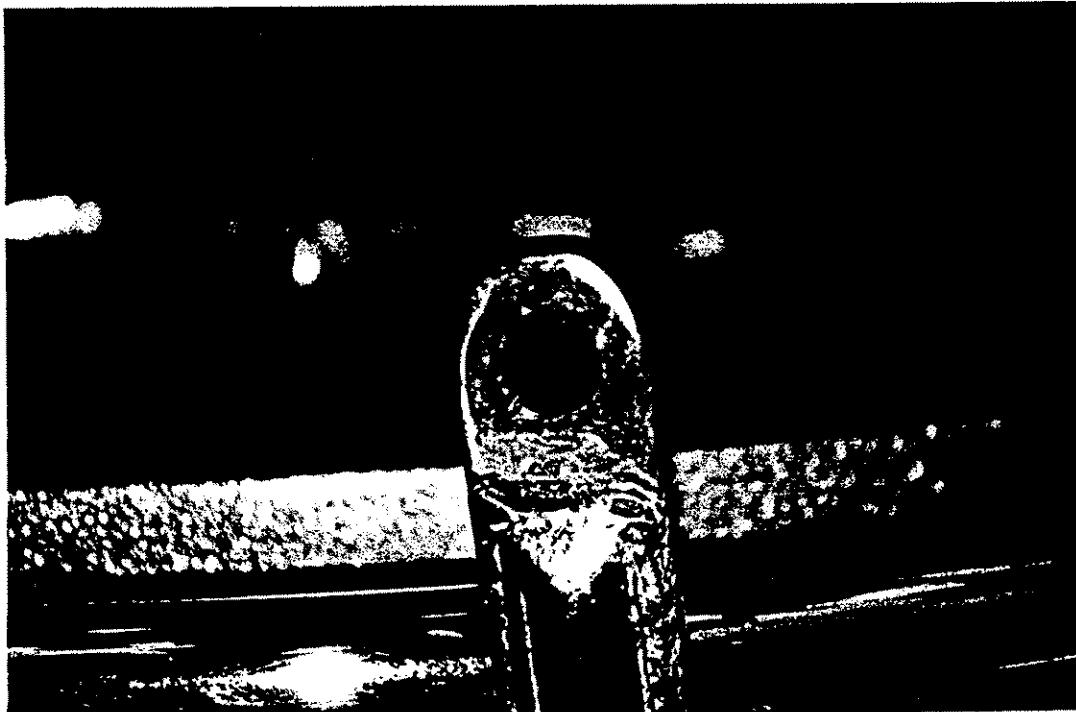
LOCATION Austin, Texas
DOCUMENT NO. F/U to F9837026A
PRODUCT Himalaya Amusement Ride
IDI#_980320CWE7133

PICTURE

NO. 34

DESCRIPTION

Photo shows the inside of the lap bar for car 19 where it attaches to the bottom of the car. Note the wear in the lap bar where the cotter pin rubbed against it. These worn areas line up directly with the holes where the cotter pin is inserted. (See arrows)



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PHOTO SHEET

LOCATION Austin, Texas

DOCUMENT NO. F/U to F9837026A

PRODUCT Himalaya Amusement Ride

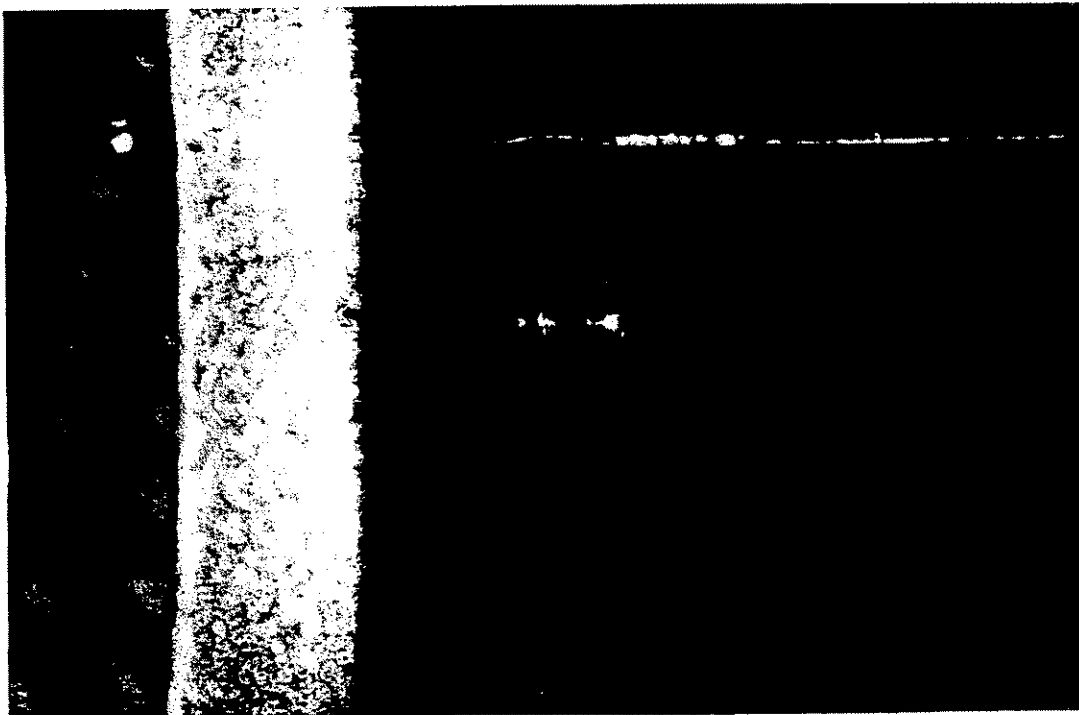
IDI#_980320CWE7133

PICTURE

NO. 35

DESCRIPTION

Photo shows the inside of car 19 where the lap bar is attached to the left bottom side of the car. Note the hole for the cotter pin. No cotter pin pieces were noted in the hole.



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PHOTO SHEET

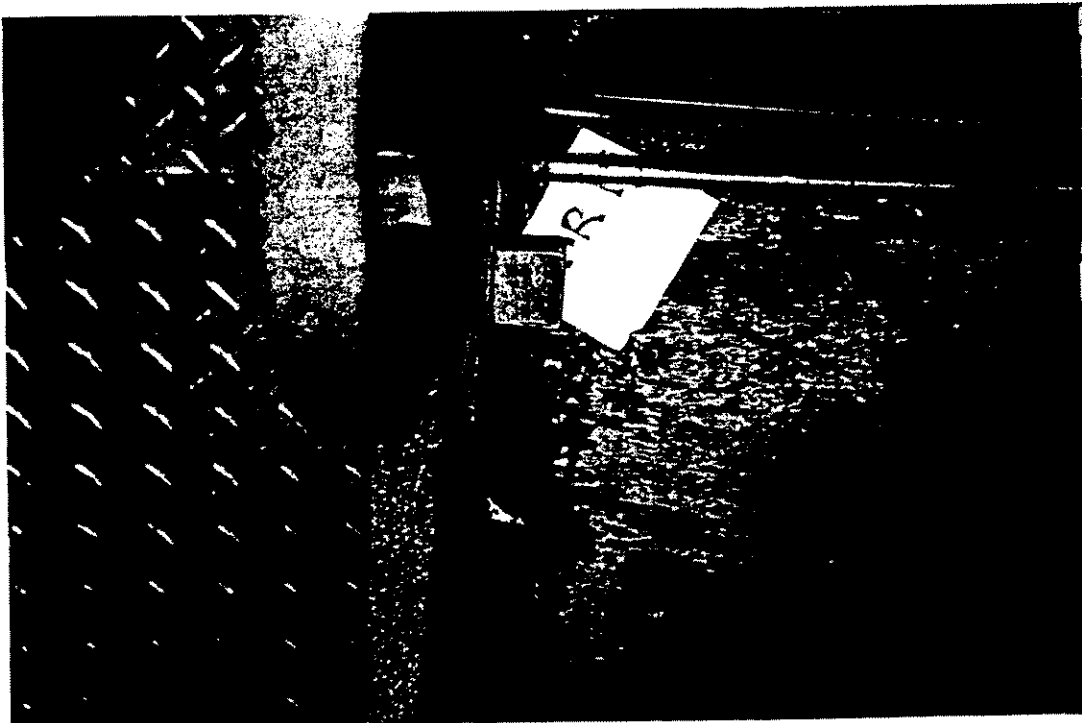
LOCATION Austin, Texas
DOCUMENT NO. F/U to F9837026A
PRODUCT Himalaya Amusement Ride
IDI# 980320CWE7133

PICTURE

NO. 36

DESCRIPTION

Photo shows the
inside of car 19
with the lap bar
attached to the
left bottom side
of the car.

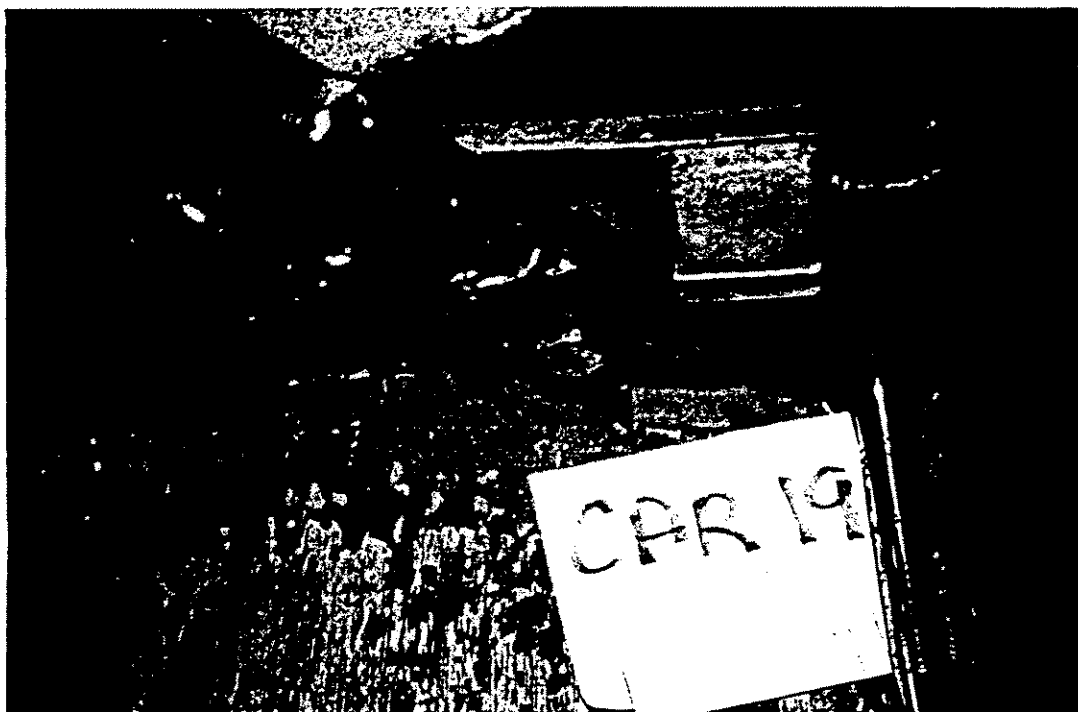


DALLAS SATELLITE OFFICE

PHOTO SHEET

LOCATION Austin, Texas
DOCUMENT NO. F/U to F9837026A
PRODUCT Himalaya Amusement Ride
IDI# 980320CWE7133

PICTURE
NO. 37
DESCRIPTION
Photo shows
another view of
the inside of car
19 with the lap
bar attached to
the left bottom
side of the car.



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PHOTO SHEET

LOCATION Austin, Texas
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PRODUCT Himalaya Amusement Ride
IDI#_980320CWE7133

PICTURE

NO. 38

DESCRIPTION

Photo shows the inside of the left side of the lap bar for car 19. No excessive wear was noted like that on the right side. It should be noted that the 16 year old victim in the middle of car 19 stated the lap bar first became dislodged from the car on the bottom right side.



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PHOTO SHEET

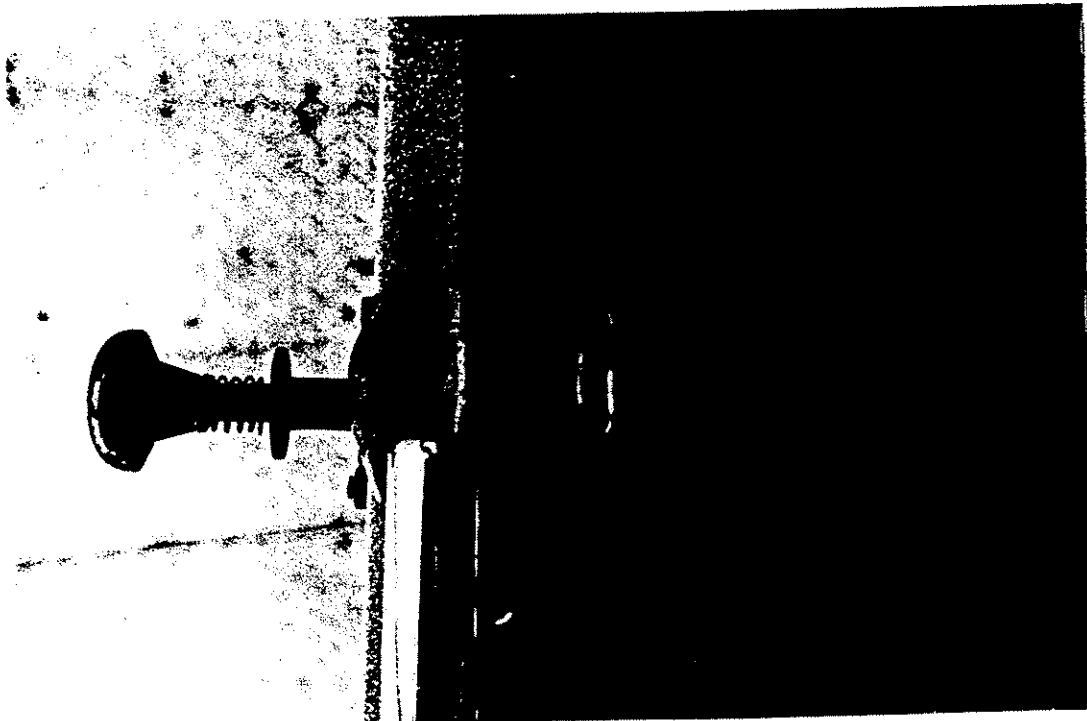
LOCATION Austin, Texas
DOCUMENT NO. F/U to F9837026A
PRODUCT Himalaya Amusement Ride
IDI# 980320CWE7133

PICTURE

NO. 39

DESCRIPTION

Photo shows the locking mechanism for the lap bar for car 19. This photo is taken from looking straight down into the locking area. Not only did the lap bar for car 19 become detached from the two points inside the car, it also had to become dislodged from this locking mechanism to be ejected from the car with the victims.



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LOCATION Austin, Texas

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PICTURE

NO. 40

DESCRIPTION

Photo shows the part of the lap bar for car 19 which locks inside the locking mechanism. Note how it has been bent to the right or toward the inside of the car.



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PHOTO SHEET

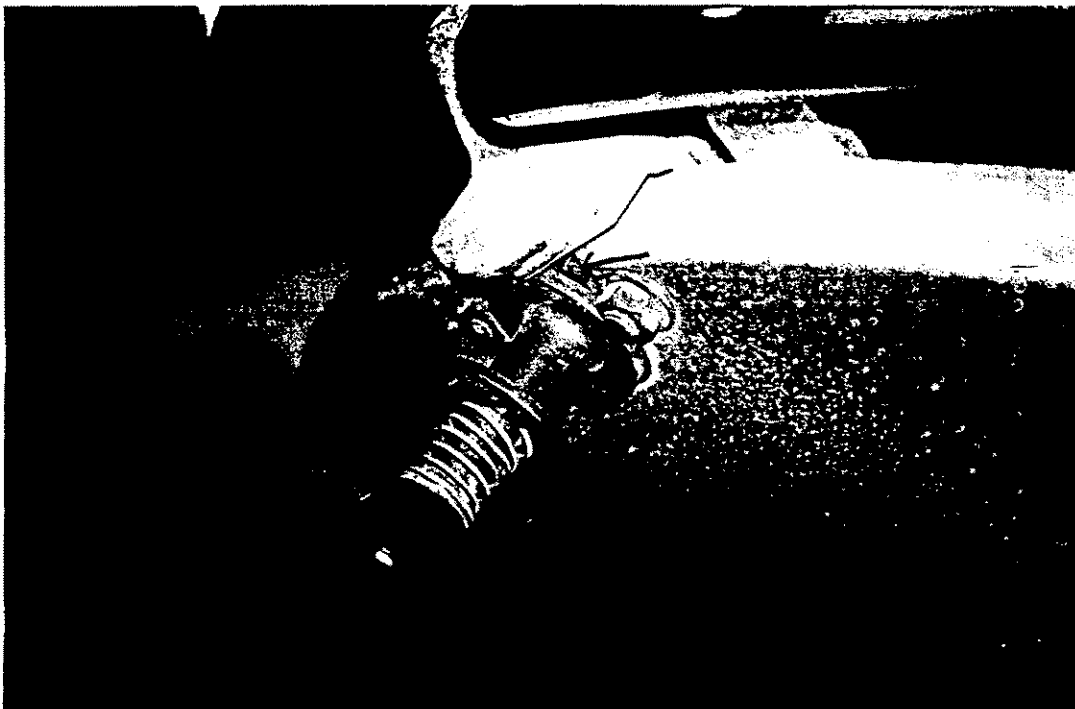
LOCATION Austin, Texas
DOCUMENT NO. F/U to F9837026A
PRODUCT Himalaya Amusement Ride
IDI# 980320CWE7133

PICTURE

NO. 41

DESCRIPTION

Photo shows the spring loaded knob for car 19. When the lap bar is secure the collar should fit underneath the metal cover and snug between the two nuts. (Note arrow) When the spring loaded knob is in this position, the lap bar appeared to be secure. See Photo 42 for another view of this area.



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PHOTO SHEET

LOCATION Austin, Texas

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PICTURE

NO. 42

DESCRIPTION

Photo shows the spring loaded knob for car 19 in a different position than that of photo 41. Note how the collar has not fit underneath the metal cover like it has in photo 41. When this happens, you can easily detach the lap bar by lightly lifting up on the knob. This mistake was easily made during several attempts to lock the lap bar. No other cars had this problem.



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PRODUCT Himalaya Amusement Ride

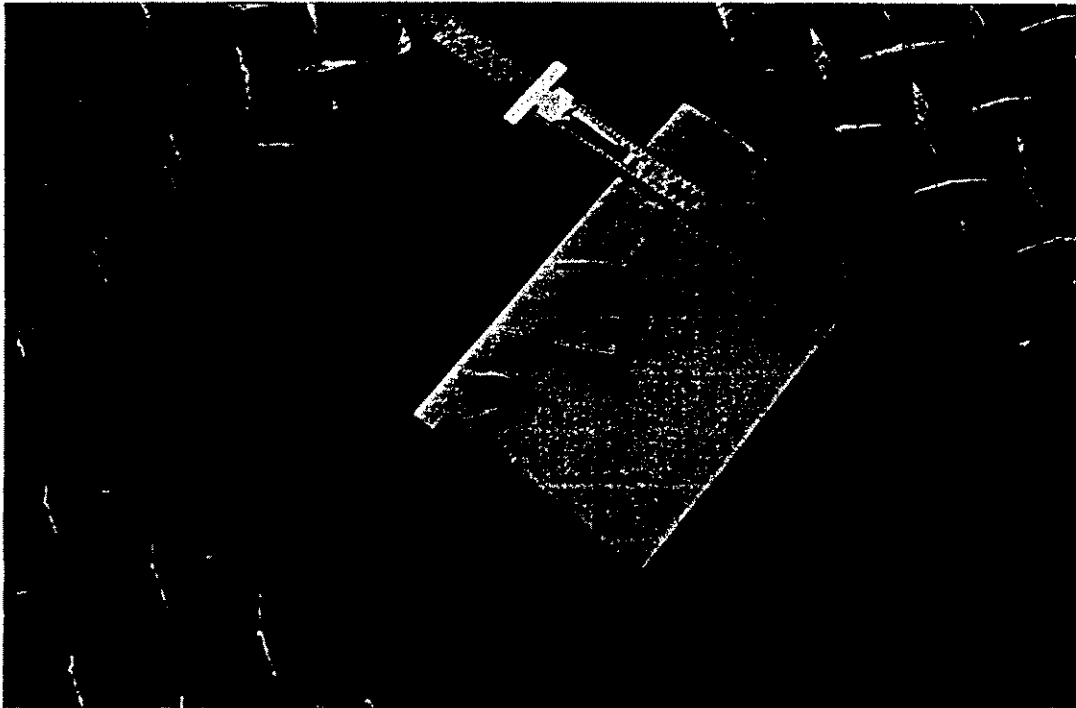
IDI# 980320CWE7133

PICTURE

NO. 43

DESCRIPTION

Photo shows another view of the pieces of cotter pins taken from the floor of car 19. This photo was taken at the scene instead of the police evidence room. The pieces were brought to the scene to see if they might match the cotter piece still left in the right side bottom attachment area. Exam was inconclusive.



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PICTURE

NO. 44

DESCRIPTION

Photo shows there were at least three types of knobs on the cars for this ride. This knob is a white round ball and the knob for car 19 was round, black and larger. The spring loaded feature was the same. See photo 45.



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PHOTO SHEET

LOCATION Austin, Texas

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IDI# 980320CWE7133

PICTURE

NO. 45

DESCRIPTION

Photo shows yet another type of handle on the locking mechanism. This handle is not round, but the locking feature is the same.



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PHOTO SHEET

LOCATION Austin, Texas

DOCUMENT NO. F/U to F9837026A

PRODUCT Himalaya Amusement Ride

IDI# 980320CWE7133

PICTURE

NO. 46

DESCRIPTION

Photo shows the
lap bar for
another car other
than 19. Note it
is bent in the
same direction
like the lap bar
for car 19.



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LOCATION Austin, Texas
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IDI#_980320CWE7133

PICTURE

NO. 47

DESCRIPTION

The inspection by Bob Gill prior to the opening of the ride listed cars 2, 6, 17, 24 as not to be used because of broken catches (locking mechanisms).

Photos 47-50 show these cars. This photo shows the lap bar for car 2 as having its lap bar taped down and not to be used.



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PHOTO SHEET

LOCATION Austin, Texas

DOCUMENT NO. F/U to F9837026A

PRODUCT Himalaya Amusement Ride

IDI# 980320CWE7133

PICTURE

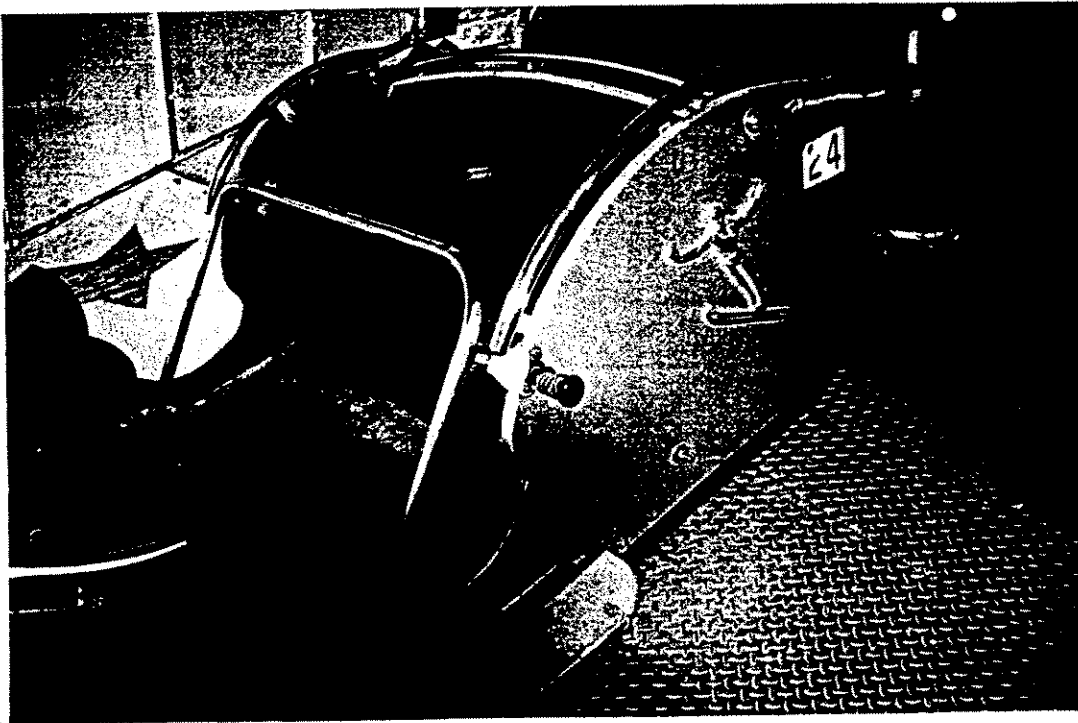
NO. 48

DESCRIPTION

Photo of car 24.

The pre-inspection
listed this car as
not to be used;

however, it
appeared to
working okay when
checked. Note the
lap bar is not
taped down.



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PHOTO SHEET

LOCATION Austin, Texas
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IDI# 980320CWE7133

PICTURE

NO. 49

DESCRIPTION

Photo of car 17.
The pre-inspection
listed this car as
not to be used and
its lap bar has
been taped down.

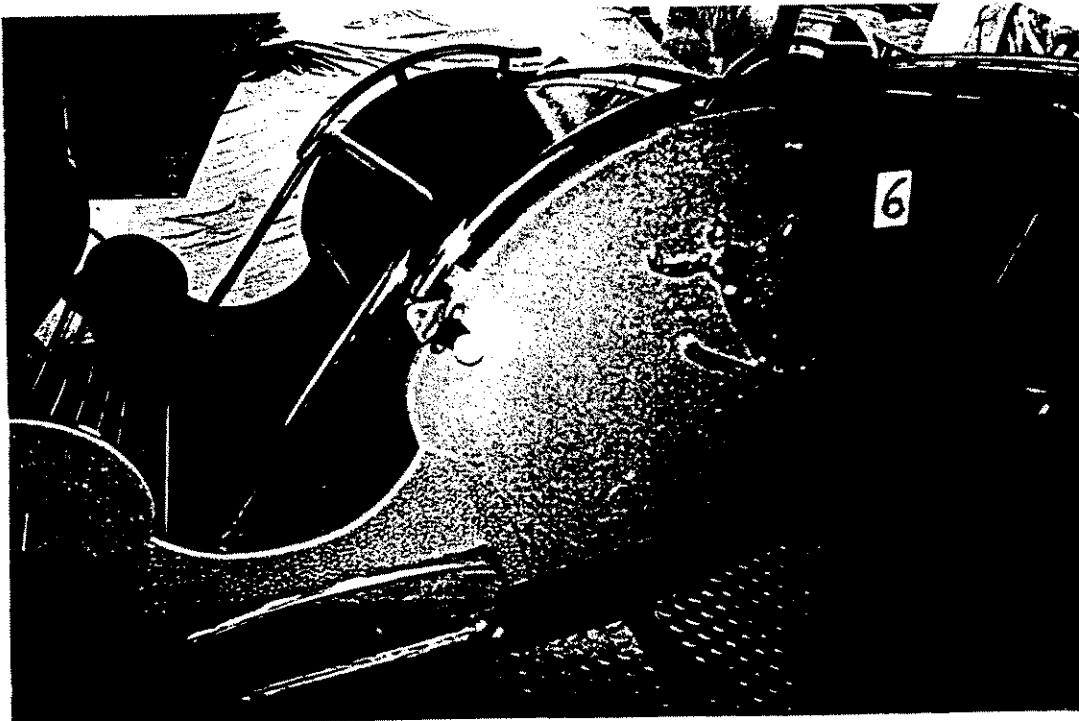


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PHOTO SHEET

LOCATION Austin, Texas
DOCUMENT NO. F/U to F9837026A
PRODUCT Himalaya Amusement Ride
IDI# 980320CWE7133

PICTURE
NO. 50
DESCRIPTION
Photo of car 6.
The pre-inspection
listed this car as
not to be used;
however, it
appeared to be
working okay when
checked. Note the
lap bar is not
taped down.



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PHOTO SHEET

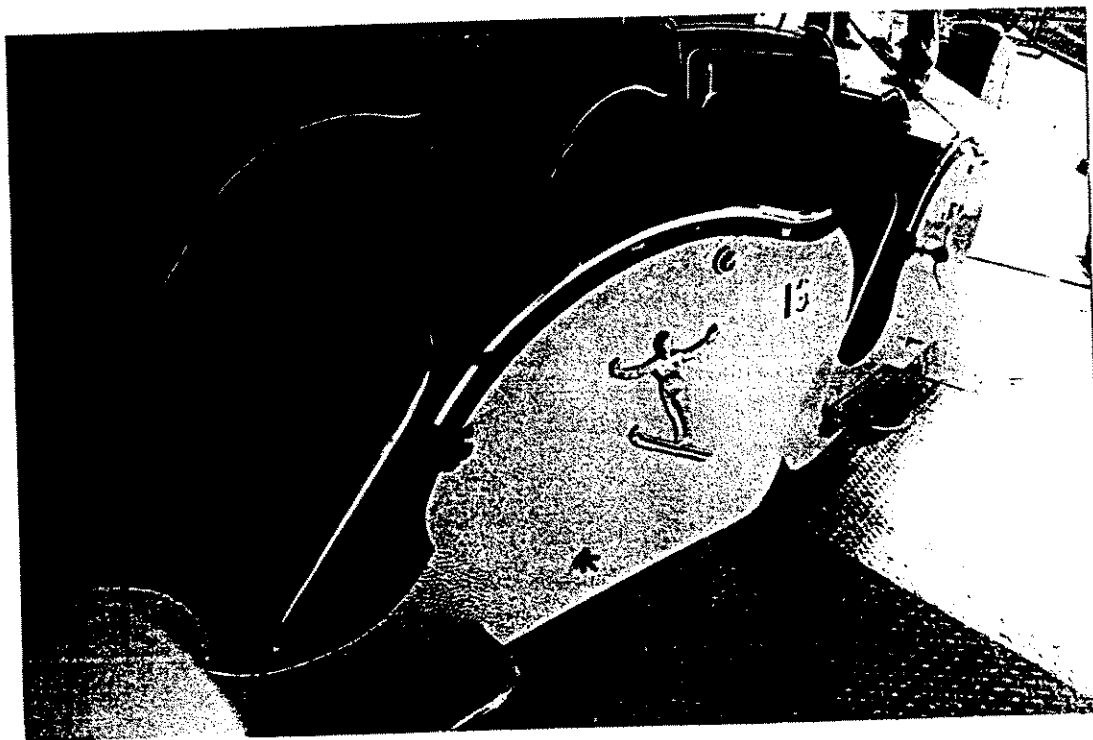
LOCATION Austin, Texas
DOCUMENT NO. F/U to F9837026A
PRODUCT Himalaya Amusement Ride
IDI# 980320CWE7133

PICTURE

NO. 51

DESCRIPTION

Photo of car 13.
The pre-inspection
did not list this
car as having a
broken locking
mechanism and not
to be used;
however, as can be
seen the lap bar
has been taped
down and the
locking mechanism
is missing.



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PHOTO SHEET

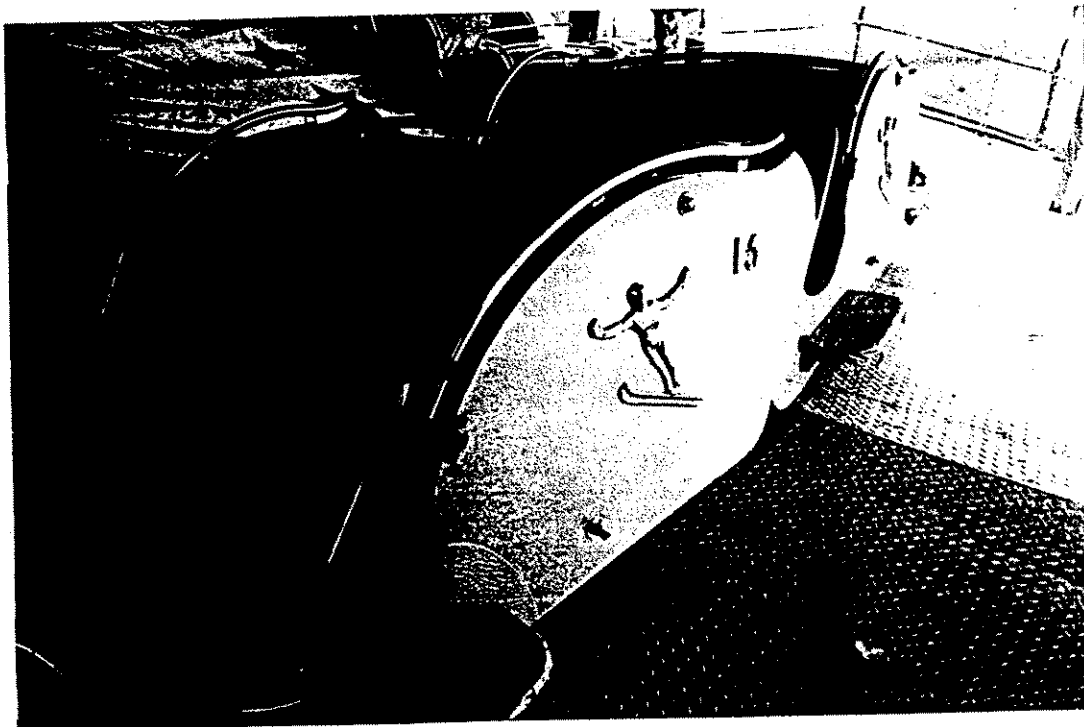
LOCATION Austin, Texas
DOCUMENT NO. F/U to F9837026A
PRODUCT Himalaya Amusement Ride
IDI#_980320CWE7133

PICTURE

NO. 52

DESCRIPTION

Photo of car 16.
The pre-inspection
did not list this
car as having a
broken locking
mechanism and not
to be used;
however, as can be
seen the lap bar
has been taped
down and the
locking mechanism
is missing.



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PHOTO SHEET

LOCATION Austin, Texas _____
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IDI# 980320CWE7133 _____

PICTURE

NO. 53

DESCRIPTION

On March 27, 1998,
the ride was run
to check its
performance. The
main test was to
count the number
of RPMs. Photo
shows a generator
brought to the
scene for the
purpose of getting
power to the ride.
The generator was
provided by the
city of Austin.



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PHOTO SHEET

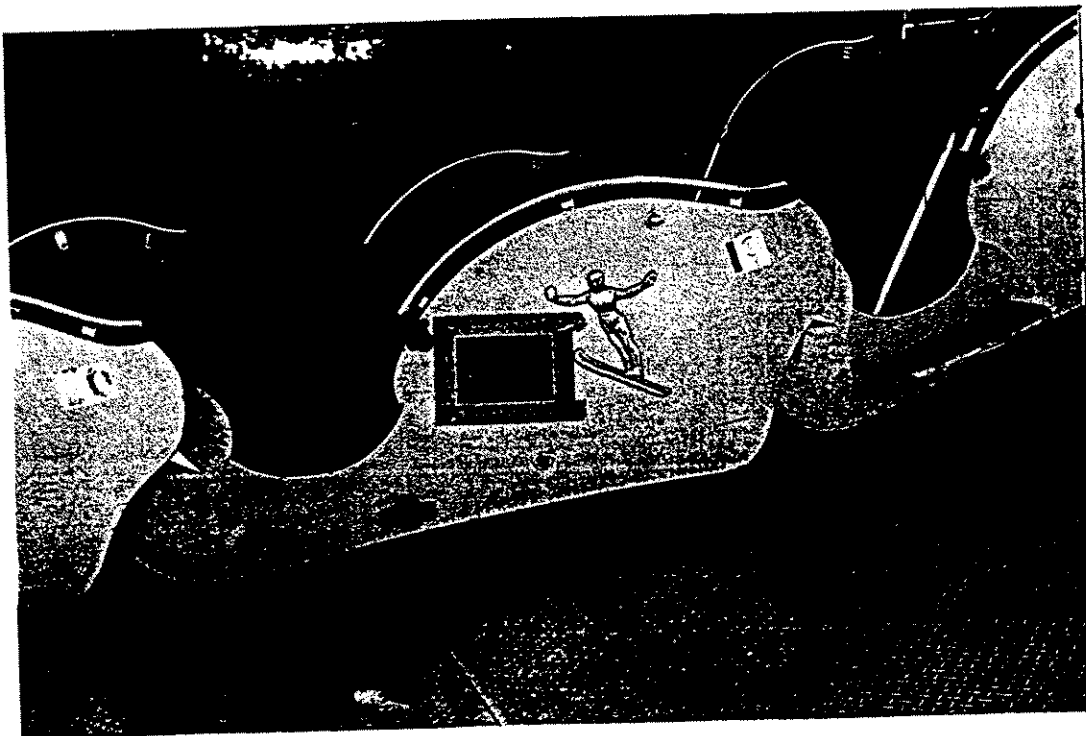
LOCATION Austin, Texas
DOCUMENT NO. F/U to F9837026A
PRODUCT Himalaya Amusement Ride
IDI# 980320CWE7133

PICTURE

NO. 54

DESCRIPTION

Car 19 was marked with the bright pink sign for the purpose of counting the car as it came. An operator was found to operate the ride who was not affiliated with B & B Amusements or the city of Austin. The ride was supposedly set to go 10 RPMs at maximum speed. The ride is designed to go forward or backward, but this ride would only go forward.



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PHOTO SHEET

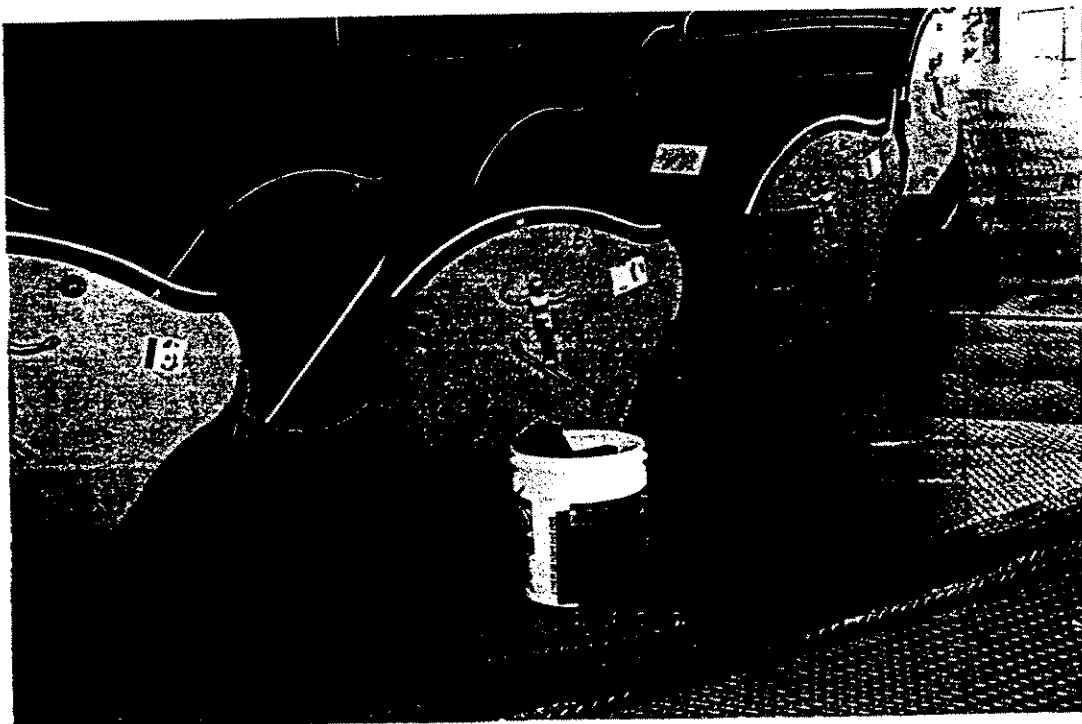
LOCATION Austin, Texas
DOCUMENT NO. F/U to F9837026A
PRODUCT Himalaya Amusement Ride
IDI#_980320CWE7133

PICTURE

NO. 55

DESCRIPTION

Car 19 was also marked with the bright yellow sign on the back of the seat. The white bucket with the pink sign was placed there to line up the marked car as it came by. The car was tested with a stop watch and counting revolutions and also by a video camera. At maximum speed the ride went constantly at 15.789 RPMs or one revolution every 3.8 seconds.



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PHOTO SHEET

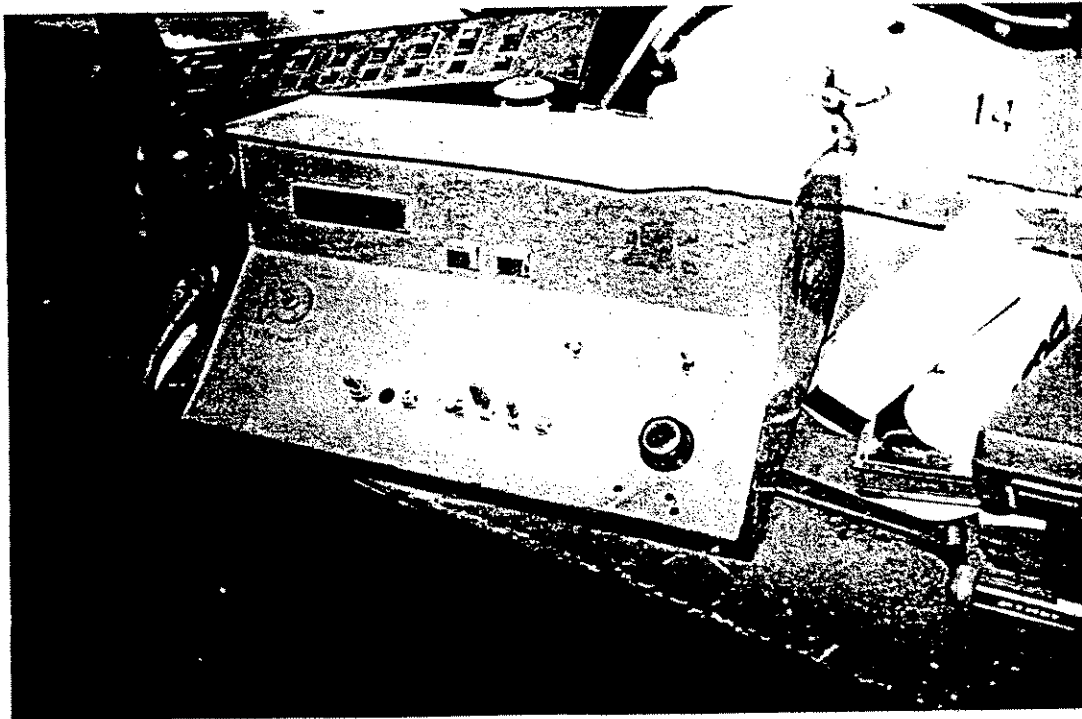
LOCATION Austin, Texas
DOCUMENT NO. F/U to F9837026A
PRODUCT Himalaya Amusement Ride
IDI#_980320CWE7133

PICTURE

NO. 56

DESCRIPTION

Photo shows the control box inside the ride operators station. The operator was watched by police and they also ran the ride at full speed. The ride was also clocked with a radar gun and it ran at a top speed of 23 mph. The ride went much faster than the 10 RPMs quoted by an official of Bob Gill & Associates.



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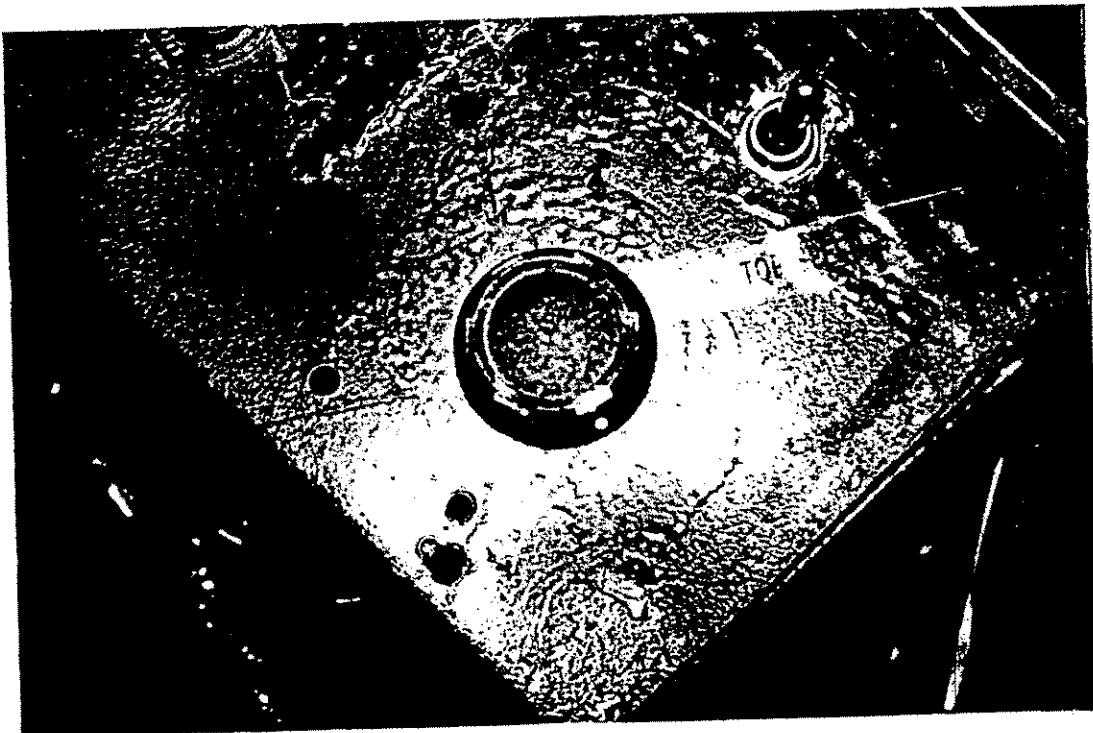
LOCATION Austin, Texas
DOCUMENT NO. F/U to F9837026A
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PICTURE

NO. 57

DESCRIPTION

Photo shows a closeup of the control box inside the ride operators station. With force, the control knob would go past the TOP SPEED label because the inside of the knob appeared to be plastic and somewhat stripped. The white dot on the control knob is supposed to be the speed indicator. When the white dot went past the TOP SPEED label, it did not go faster.



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PICTURE

NO. 58

DESCRIPTION

Photo shows a closeup of an emergency "kill switch" on the opposite side of the ride from the ride operator station. There were reports this "kill switch" was activated by one of the ride attendants. The ride also reportedly went around at least one revolution or maybe almost two before it came to a complete stop after being turned off.



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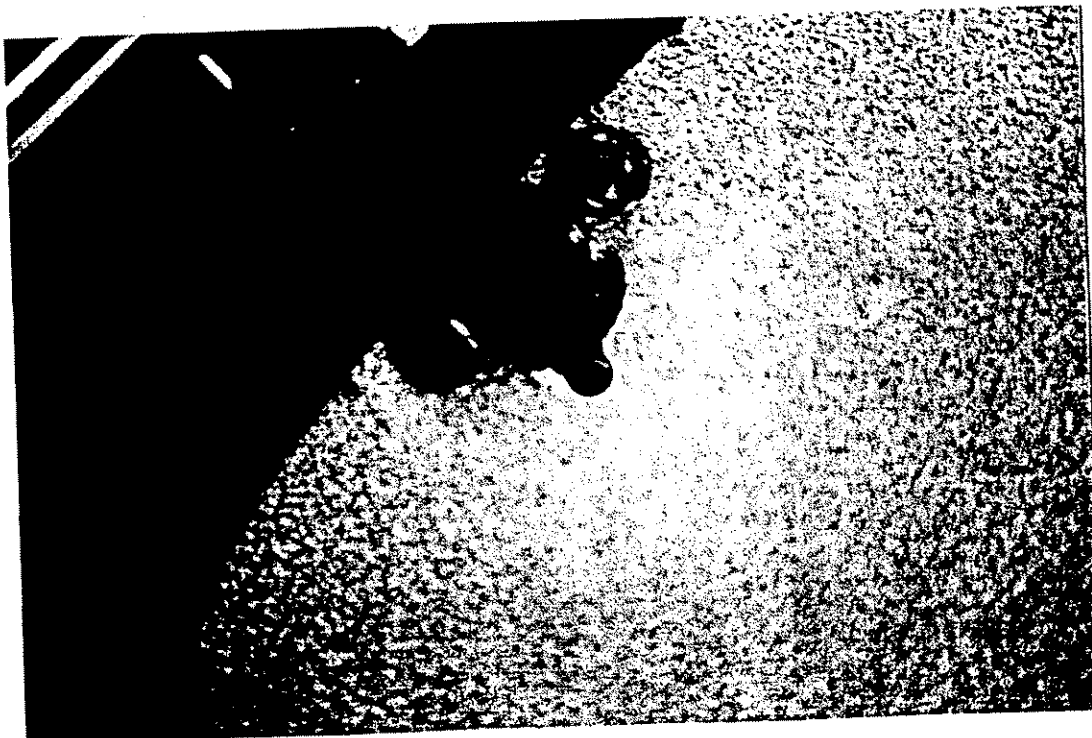
LOCATION Austin, Texas
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PICTURE

NO. 59

DESCRIPTION

While the ride was being tested the first time one of the spring loaded knobs came unscrewed from its shaft and the knob, spring and collar came flying off. The knob was found on the ground in the area outside the ride. This photo shows the shaft with the knob, spring and collar missing.



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PHOTO SHEET

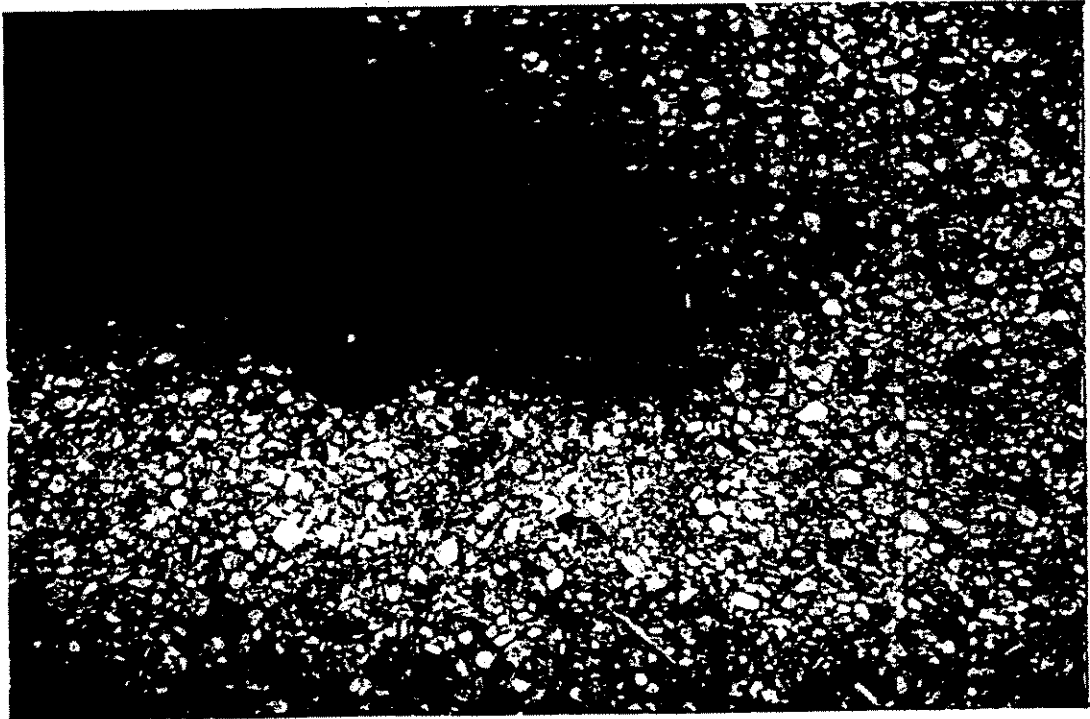
LOCATION Austin, Texas
DOCUMENT NO. F/U to F9837026A
PRODUCT Himalaya Amusement Ride
IDI#_980320CWE7133

PICTURE

NO. 60

DESCRIPTION

While the ride was
being tested
another time one
of the spring
loaded knobs came
completely
unscrewed from a
car and landed on
the ground inside
the ride area.
Photo shows this
part lying on the
ground.



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PHOTO SHEET

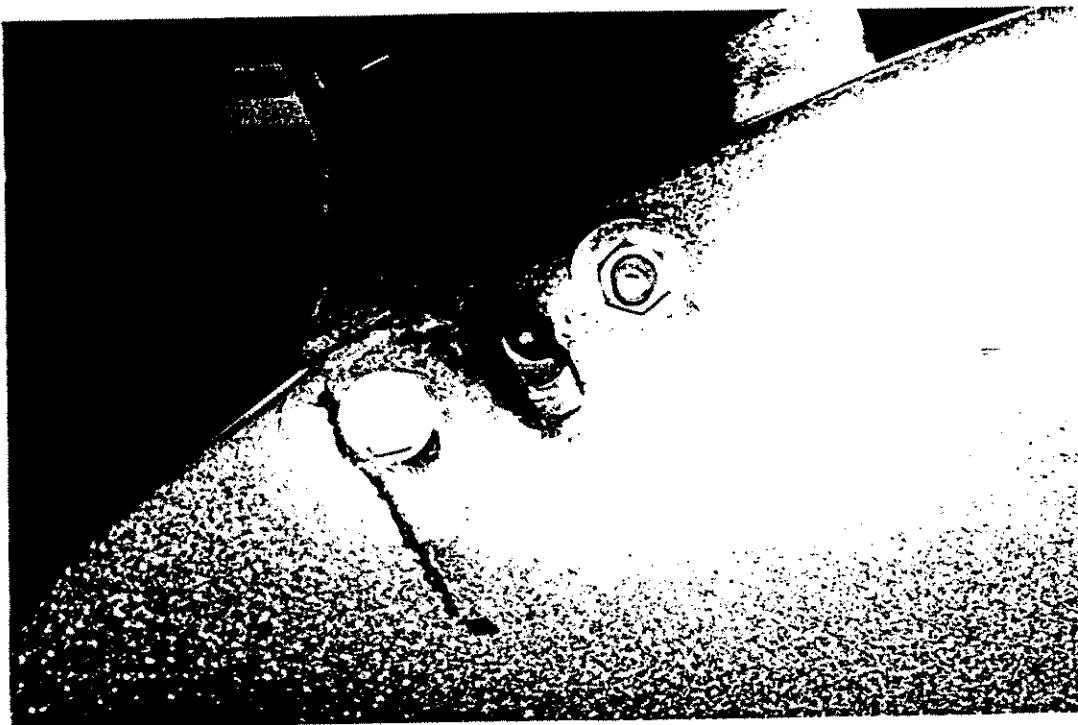
LOCATION Austin, Texas
DOCUMENT NO. F/U to F9837026A
PRODUCT Himalaya Amusement Ride
IDI# 980320CWE7133

PICTURE

NO. 61

DESCRIPTION

This photo shows
the car the part
in photo 60 came
out of while it
was being tested.
It appears the
shaft came
unscrewed from
inside the car
wall.



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PHOTO SHEET

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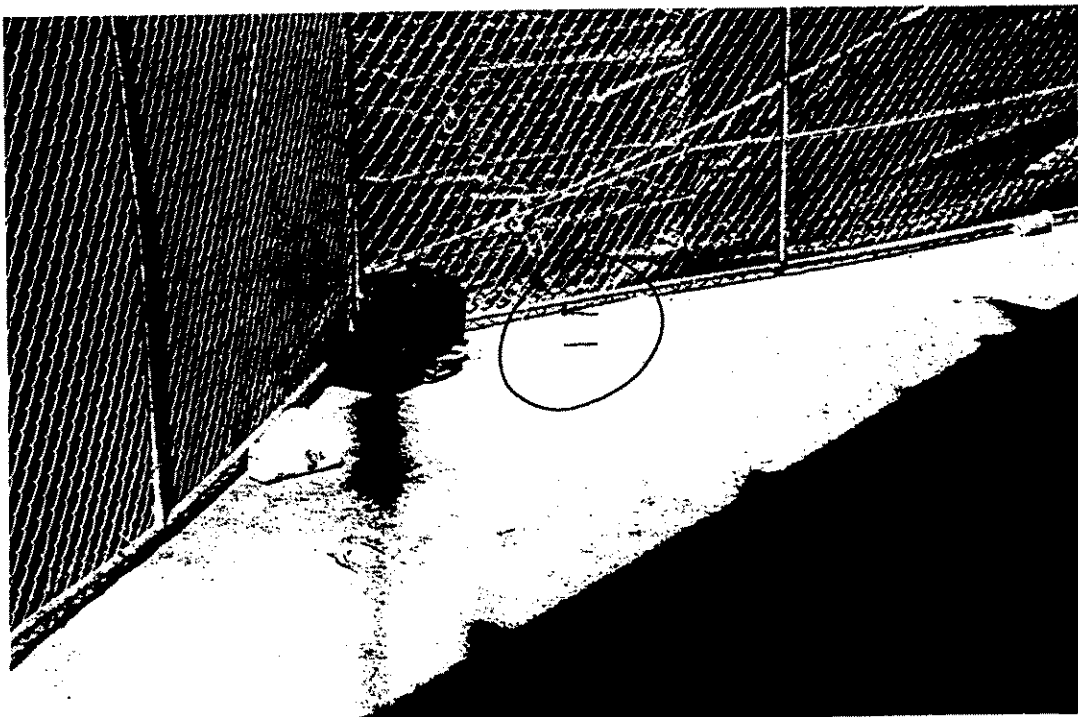
IDI# 980320CWE7133

PICTURE

NO. 62

DESCRIPTION

While conducting another test yet a third locking mechanism came flying off one of the ride's cars. This part narrowly missed this investigator and was traveling at an extreme high rate of speed. Photo shows the parts lying close by my camera case and brief case. (Note circle)



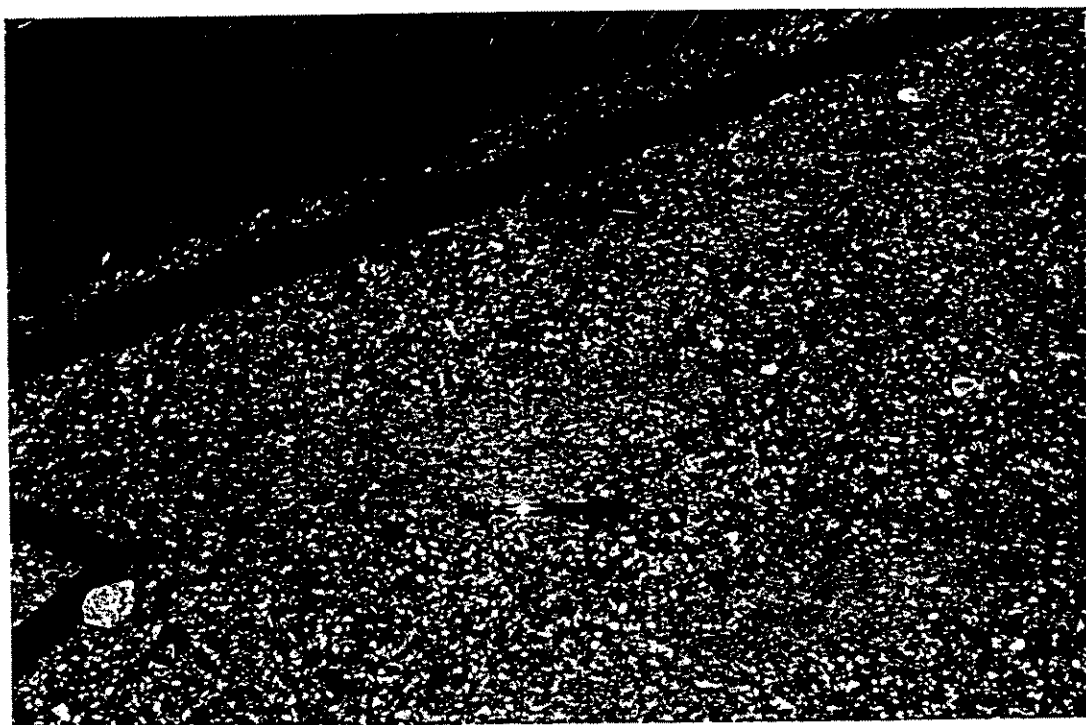
DALLAS SATELLITE OFFICE

PHOTO SHEET

LOCATION Austin, Texas
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PRODUCT Himalaya Amusement Ride
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PICTURE
NO. 63

DESCRIPTION
Close up of the
parts shown in
photo 62. The
collar that goes
around the shaft
was not found.



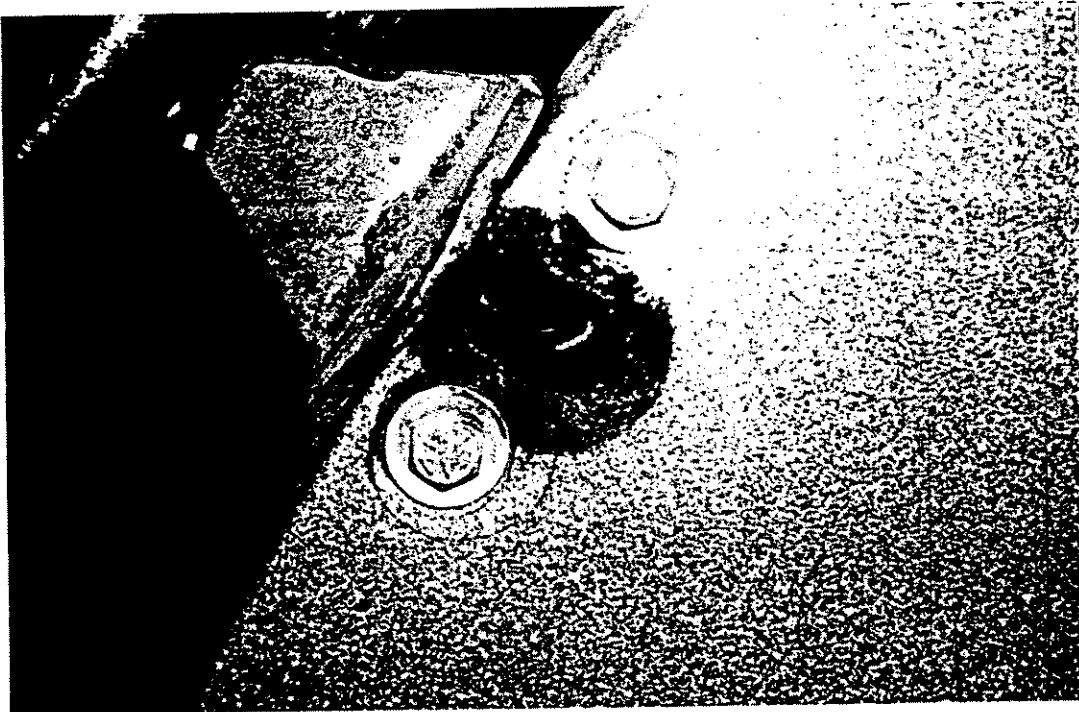
DALLAS SATELLITE OFFICE

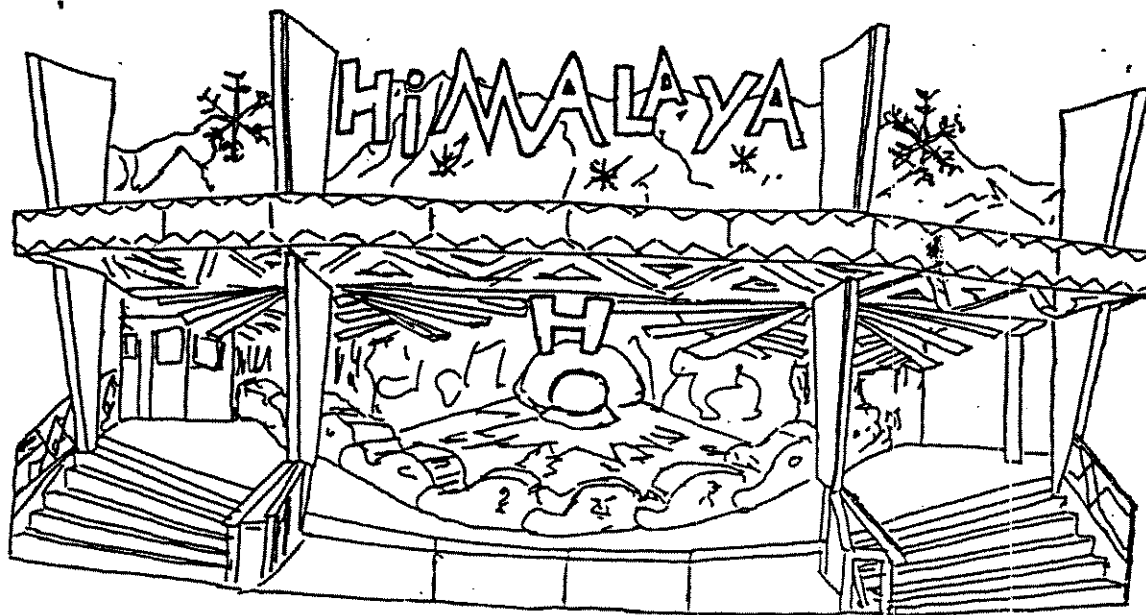
PHOTO SHEET

LOCATION Austin, Texas
DOCUMENT NO. F/U to F9837026A
PRODUCT Himalaya Amusement Ride
IDI#_980320CWE7133

PICTURE
NO. 64

DESCRIPTION
Photo shows the
car the parts
shown in photos 63
and 63 came off
of.





HIMALAYA

75

TASK# 980320CWG7133

ATTACHMENT# 8

PRODUCT HIMALAYA

DESCRIPTION — MAINTENANCE
NOMENCLATURE OF SPARE PARTS

Property of BBA-yellow

Archive

ORLANDO Business Journal

Search | Index of Business Journal | Back Issues | March 17, 1997 | Index

March 17, 1997

Auditors question amusement ride regs

Alan Byrd Staff Writer

TASK# 980320CWE7133

ATTACHMENT# 91

PRODUCT: HIMALAYA

Two years after a state audit pointed out problems in the way Florida's Department of Agriculture and Consumer Services inspects amusement rides, state efforts lack manpower, money and may not even be addressing the chief cause of carnival accidents.

The findings come in a recent follow-up audit conducted by the state. Among the conclusions: Florida's program of carnival ride inspections is of little help to either consumers or the businesses that own and operate the rides, and should either be privatized or reworked from the ground up.

Florida's Department of Agriculture admits there are some problems with the programs, but spokesman Terry McElroy says overall, the state is doing a good job. "If we find a problem, we will shut it down," says McElroy. "With all amusement rides, we have not had any fatalities since 1989 and only a handful of serious accidents."

Still, in the past month, there have been two headline-grabbing accidents.

• Two weeks ago, 10-year-old Donald Spencer II and his seven-year-old brother, Donald Jr., were killed when a roller coaster car at the Florida Strawberry Festival when a diaper pin that had become loose closed broke.

• Last month, at the Florida State Fair, an Overland Express ride ran over a 30-year-old man's foot. He had been sitting sideways in the car with his foot dangling over the side.

Nationwide, 80 percent of all accidents on carnival rides happen as a result of such passenger behavior. Yet the state's inspection system focuses on the mechanical condition of the rides, which is responsible for just 5 percent of all amusement ride injuries.

Ohio and other states have made it a crime to misbehave on a ride, an option endorsed by the Minneapolis-based Outdoor Amusement Business Association.

"A rider never has the right to be careless and put others in danger,"

980320CWF 7133

says Bob Johnson, executive director of the association. "This motivates riders to act safely with the threat of prosecution."

Johnson says his group is looking for the best route to get a similar Florida bill passed.

"We're as interested in safe operations more than any state inspector," says Frank Zaitshik, president of Michigan-based Wade Shows, which operates the midway at the Central Florida and Florida State fairs. "We realize we have to have affordable liability insurance. Plus, one of the ways we are selected for certain fairs is our safety record."

Most operators contacted for this article say they favor the audit's recommendation that Florida adopt a risk-based inspection system.

"Risk-based calls for an inspection once a year and then an inspection as needed," says Zaitshik. "That's a program that is not unusual in most states."

Such a system would also help out the state's understaffed efforts, say operators. Florida has just 16 state inspectors to look at every carnival ride as it is being assembled. Last year, the number hit 200,000 individual inspections.

"During the spring on a Saturday night there can be a midway in every county in Florida and we've got just 16 inspectors," McElroy says. "There's no question our guys are overworked."

For example, Wade Shows, one of the larger amusement ride companies, had 70 rides in the midway at the Central Florida Fair, which ended its recent run in Orlando March 9. When Wade Shows sets up the same rides in Florida again, whether it's a week or a day from now, a state inspector will have to be on site observing each of the ride assemblies.

However, no state lawmaker has yet stepped forward to sponsor legislation that would revamp the inspection system. Instead, state officials are considering raising the fees now charged to amusement ride operators.

Right now, every amusement company pays the state an annual fee of \$125, plus it pays an inspection charge of \$50 for large rides and \$25 for small rides every time the ride is inspected.

Those are some of the highest inspection fees in the country, but even so, the program—which is supposed to be funded entirely by fees—is swimming in red ink.

In fiscal 1995-96, the state collected \$304,433 in inspection fees, but had expenses of over \$1 million. The state had to dip into the pool of taxpayer dollars kept by the state for general expenses to keep the program funded.

Now, there's talk of raising the fees again—an option fiercely opposed by the amusement ride operators.

The plan would end the annual fee but increase the per inspection

charge every year for the next five years. The end result could be per inspection charge up to \$130 per ride, an increase of between 200 and 400 percent.

Some large companies could end up paying over \$100,000 a year in inspection fees, says Johnson.

"The state and counties are squeezing these companies and they are going to have to decide if it is worthwhile to play in Florida," he says. "We think it is wrong to solely charge the carnival companies for public safety."

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980320 CWF 7/33